BookletChart™

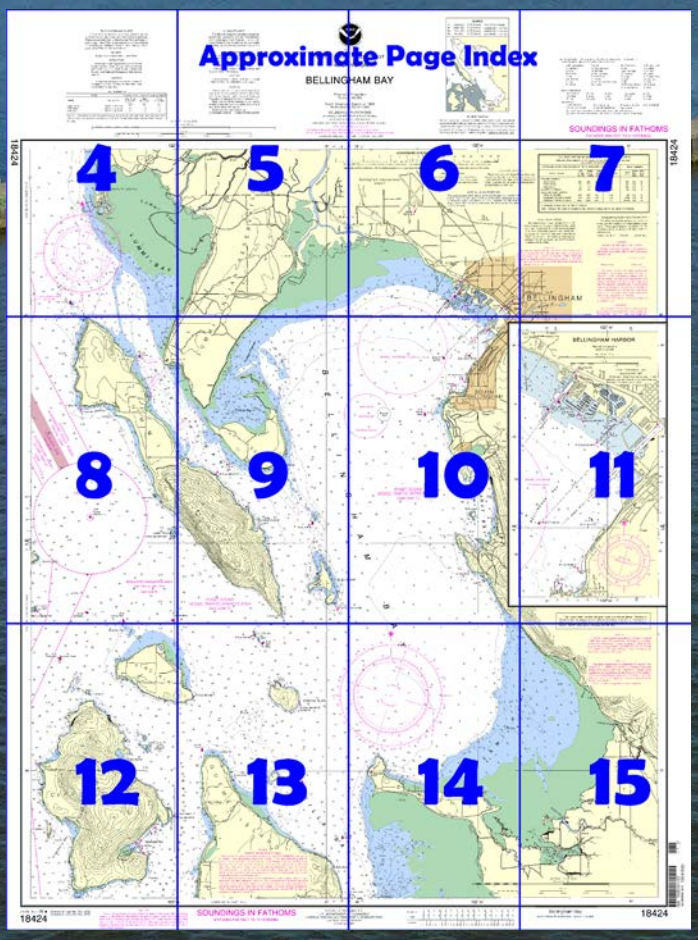
Bellingham Bay

NOAA Chart 18424

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

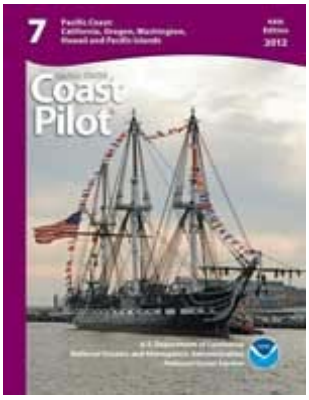
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18424.



(Selected Excerpts from Coast Pilot)
Bird Rocks are near the middle of Rosario Strait, about 2 miles WNW of Burrows Island Light. The southern-most is 37 feet high. There is deep water close-to, and passage may be made on either side of the rocks.
Belle Rock, bare at extreme low water and marked by a light, is about 0.5 mile NE of Bird Rocks. Belle Rock can be passed about 0.6 mile to the E by keeping **Tide Point**, the W extremity of Cypress Island, and **Lawrence Point**, the E end of Orcas Island.

Rosario Strait is generally clear, with great depths, except for the following principal offshore dangers:
Kellett Ledge, 2 miles N of Point Colville, extends 700 yards off **Cape St. Mary**, on the SE part of Lopez Island. The ledge is marked by kelp and a buoy, and uncovers at the lowest tides. In 2000, two shoal spots were reported E of the ledge. The first shoal was about 550 yards E in about 48°26'58"N., 122°47'13"W. with a depth of about 7 fathoms. The second shoal about 700 yards E in about 48°26'57"N., 122°47'05"W. with a depth of about 8 fathoms.
James Island is close off **Decatur Head,** the E end of Decatur Island, and between the two is a deep but narrow passage; on the island are two hills with heights of 260 and 219 feet.
Pointer Island, 16 feet high, is 0.3 mile off the SE shore of Blakely Island, and **Black Rock**, 4 feet high and marked by a light, is 0.5 mile off the E shore of the island.
Cypress Island, 1,530 feet high, steep on the lower slopes and gently rounding at the top, is on the E side of Rosario Strait and opposite Blakely Island. From S it appears to lie in the middle of Rosario Strait.
A shoal extends about 0.4 mile S from **Reef Point**, the SW tip of Cypress Island. A lighted buoy is about 0.7 mile S of Reef Point. Vessels rounding the point should not attempt to pass between the buoy and the point as submerged piles and heavy kelp may exist in that area.
Strawberry Island, small, low, and wooded, is about 400 yards off the W shore of Cypress Island. Passage E of it is not recommended. An indifferent anchorage may be had in **Strawberry Bay** in 7 fathoms; it is seldom used.
Lydia Shoal, covered 4 fathoms and marked on its S side by a lighted gong buoy, is 1 mile E of Obstruction Pass Light. **Peapod Rocks**, marked by a light on the largest rock of the group at the N end, are 1 mile S of Lawrence Point on Orcas Island. This group of islands extends about 1 mile in a NE direction, some 0.5 mile from the Orcas Island shore, which is fringed with rocks and reefs.
Anchorages.–The bottom mud is a thin accumulation over hardpan, and is not good holding ground in heavy weather. A **general anchorage** and an **explosives anchorage** are in the bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.) Good holding ground may be found just N of **Governors Point,** near the S end of Chuckanut Bay.
Pilotage, Bellingham.–Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Bellingham is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, early this chapter.)
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Bellingham is a **customs port of entry.**
Note: If a tug is not furnished, the use of an anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.
Blaine, a small town on the NE shore of Drayton Harbor, is a **customs port of entry**.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

CANADIAN WEATHER RADIO BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, B. C.	CFA-240	162.400 MHz

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.616" southward and 4.618" westward to agree with this chart.

NOTE E
Submerged debris exists in the waters along the formerly industrialized areas of northeast Bellingham Bay between South Bellingham and the Squalicum Creek Waterway. These debris are not hazardous to surface navigation, but render these areas unsuitable for anchoring.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the VTS system.

NOTE B
Mariners are cautioned that the Whatcom County Ferry and/or local government may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE D
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Puget Sound and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Eagle Harbor	(48°35'N/122°42'W)	8.2	7.4	2.4
Point Migley	(48°45'N/122°43'W)	8.6	7.8	2.6
Bellingham	(48°45'N/122°30'W)	8.5	7.8	2.4

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Dec 2010)

I. & J. STREET, WHATCOM AND SQUALICUM CREEK WATERWAYS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2005 AND SURVEYS TO MAY 2005

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
WHATCOM WATERWAY							
OUTER REACH	23.1	30.3	31.1	2-96	363	0.62	30
MIDDLE REACH	9.3	22.1	16.7	2-96	363	0.36	30
INNER REACH	2.1	1.7	8.7	2-96	363	0.12	18
I&J STREET WATERWAY	16.5	16.3	12.9	11-92	100	0.53	18
SQUALICUM CREEK WATERWAY							
ENTRANCE CHANNEL	28.1	28.8	28.7	5-05	200	0.34	26
SOUTHWEST PORTION OF BASIN	27.6	29.0	28.3	5-05	0-295	0.13	26
NORTHEAST PORTION OF BASIN	A26.2	A28.2	A28.4	5-05	200-295	0.28	26

A. SHOALING TO BARE LAST 200 FEET OF PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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(Dec 2010)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2

Yards

1000 0 1000 2000 3000 4000 5000

18424

122°40'

45'

CONTINUED ON CHART 18431

Sandy Pt Shores

Sandy Pt

Lummi Flats

LUMMI BAY

Lummi River

Marsh

Dike

Lummi

INDIAN RESERVATION

Sewer

Obstn

FIR 4s 15M "2"

FlG 2.5s 4M "3"

MAGNETIC

VAR 17° 15'E (2017)

ANNUAL DECREASE 12'

PRECAUTIONARY AREA (see note D)

RG

Fl (2+1) R 6s

Grs

Rk

Pt

Joins page 8

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES -- WEST COAST

WASHINGTON

BELLINGHAM BAY

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

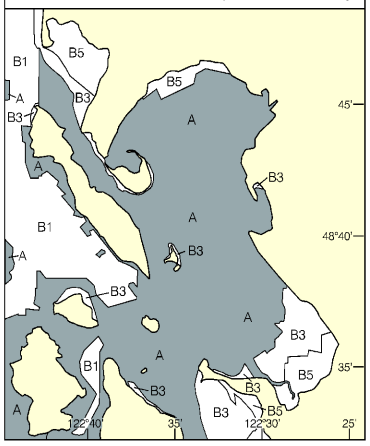
COLREGS, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Formerly C&GS 6378, 1st Ed., June 1893 C-1922-224 KAPP 1677

3

SOURCE			
A	1990-2006	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



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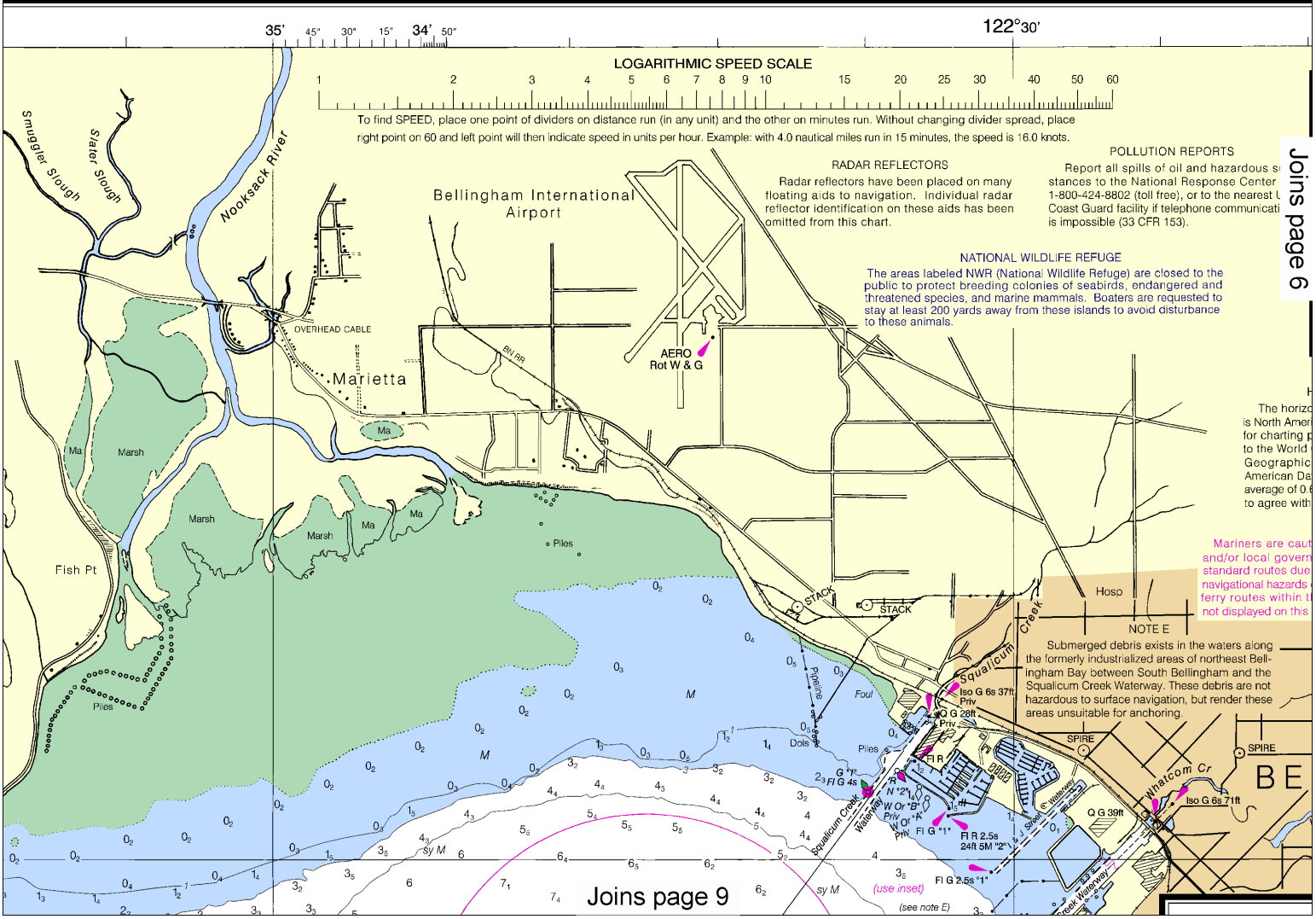

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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UNITED STATES -- WEST COAST

WASHINGTON

BELLINGHAM BAY

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(MLLW)
ean
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r levels,
.gov.

SCALE 1:40,000
Nautical Miles
1 2 3
Yards
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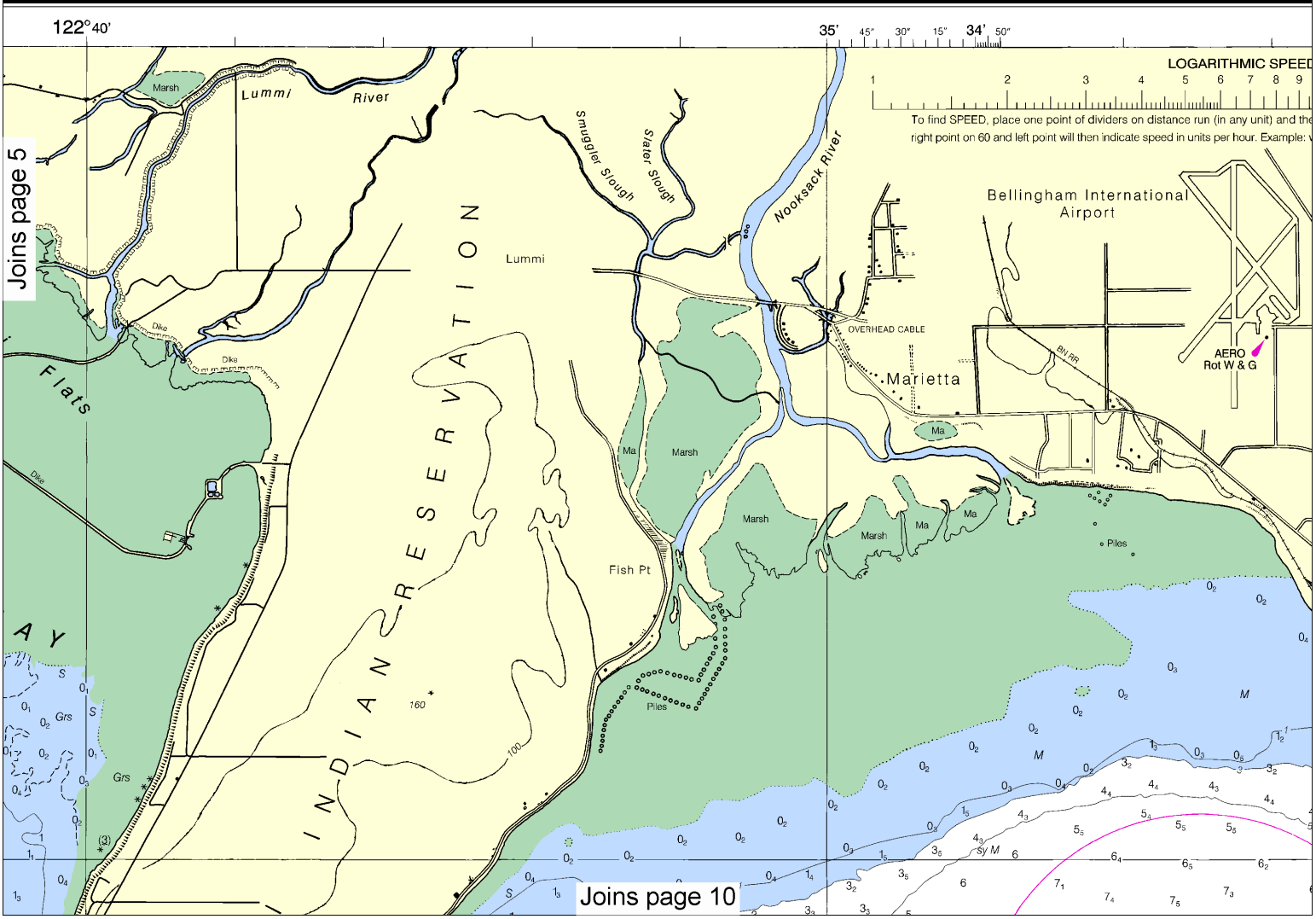

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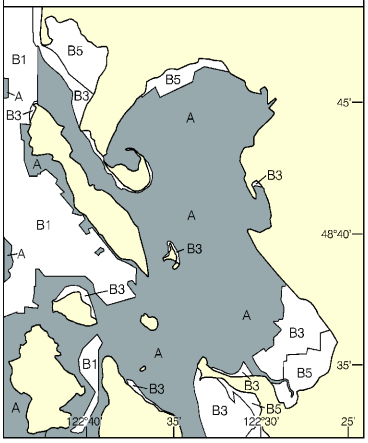

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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18424

122°30' 25'

ED SCALE

10 15 20 25 30 40 50 60

he other on minutes run. Without changing divider spread, place
: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

RADAR REFLECTORS

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POLLUTION REPORTS

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WARNING

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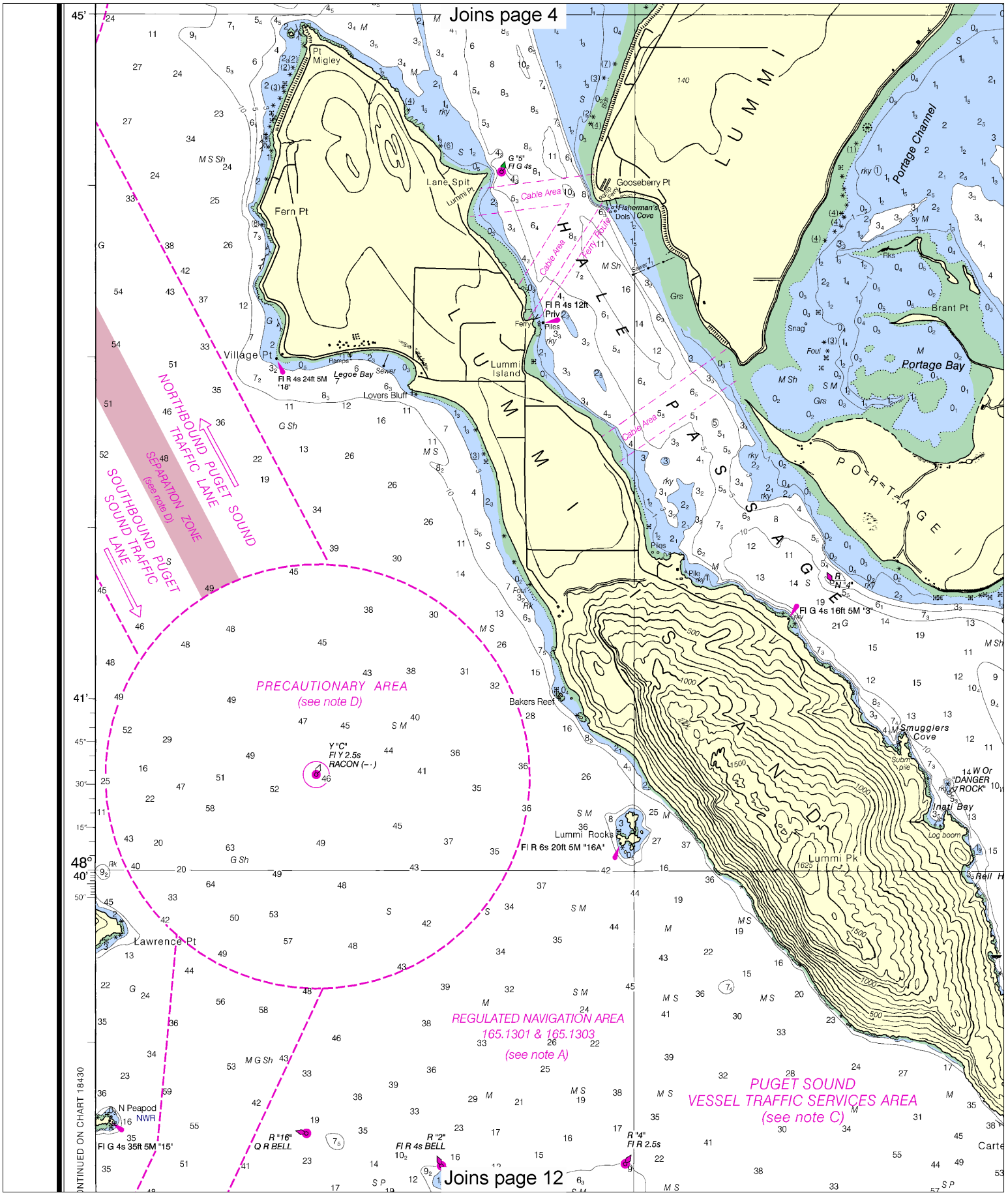
45'

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
NGA Weekly Notice to Mariners: 5212 12/29/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



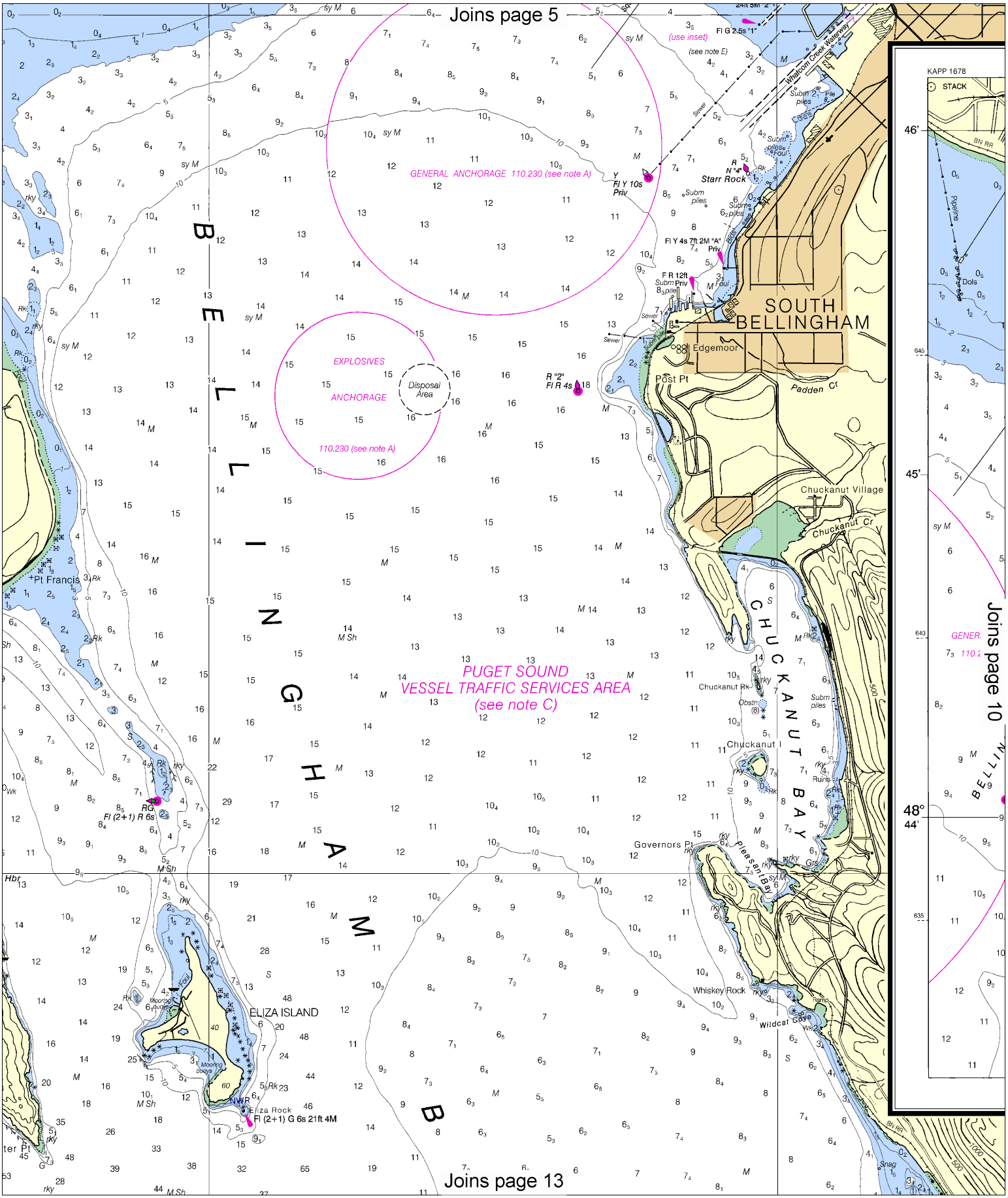
Note: Chart grid lines are aligned with true north.

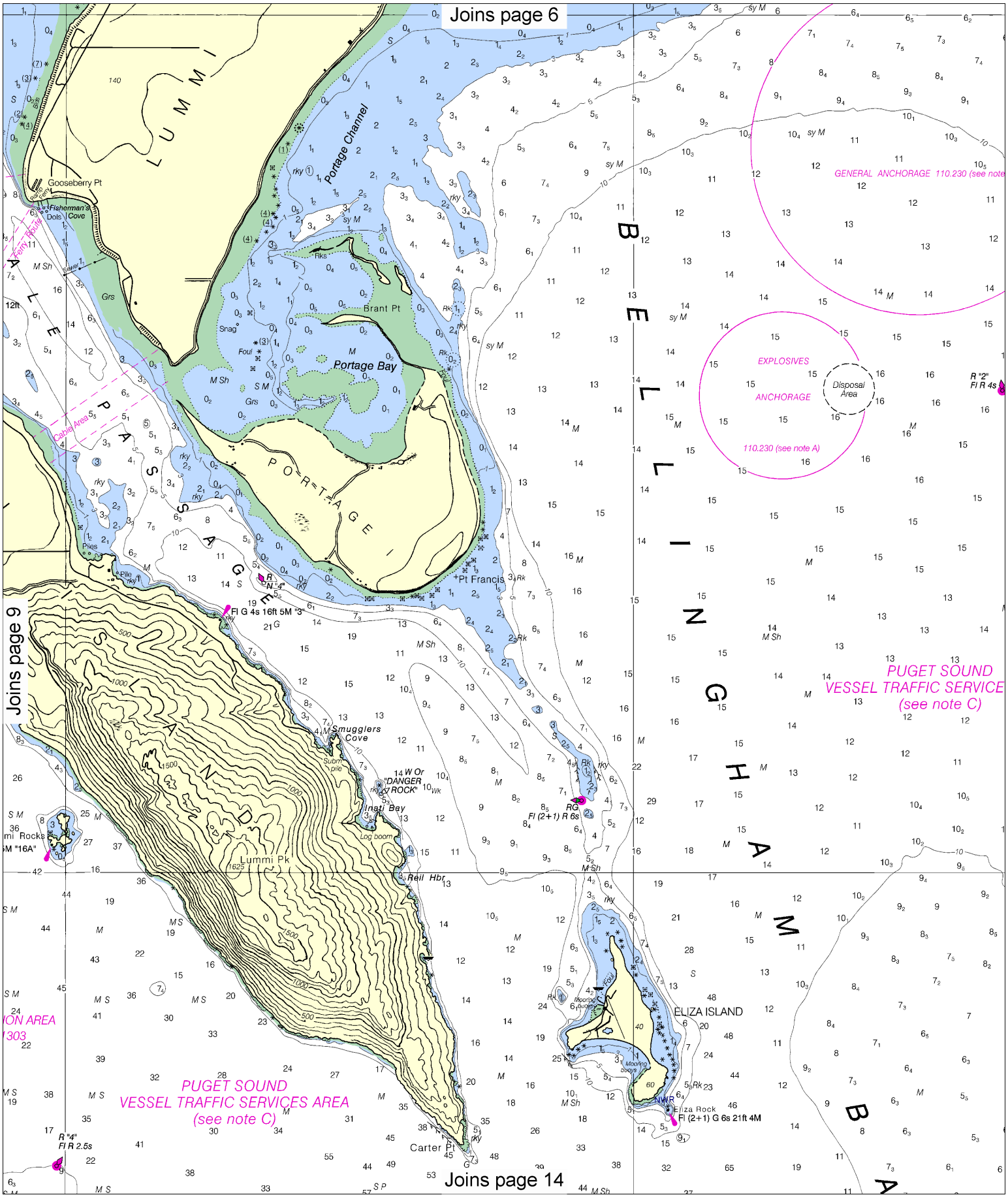
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
GENERAL ANCHORAGE 110.230 (see note A)
EXPLOSIVES
ANCHORAGE
Disposal Area
110.230 (see note A)
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note C)
BELLINGHAM
BELLINGHAM BAY
CHUCKANUT BAY
SOUTH BELLINGHAM
Edgemoor
Post Pt
Padden Cr
Chuckanut Village
Chuckanut Cr
Chuckanut I
Chuckanut Rk
Governors Pt
Pleasant Bay
Whiskey Rock
Wildcat Cove
Starr Rock
Whatcom Creek Waterway
Pt Francis
ELIZA ISLAND
Eliza Rock
Fl (2+1) G 6s 21ft 4M
Fl (2+1) R 6s
Fl G 2.5s "1"
Fl Y 10s
Fl Y 4s 7ft 2M "A"
F R 12ft
R "2" Fl R 4s
(use inset)
(see note E)
Joins page 10
Joins page 13
KAPP 1678
STACK



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

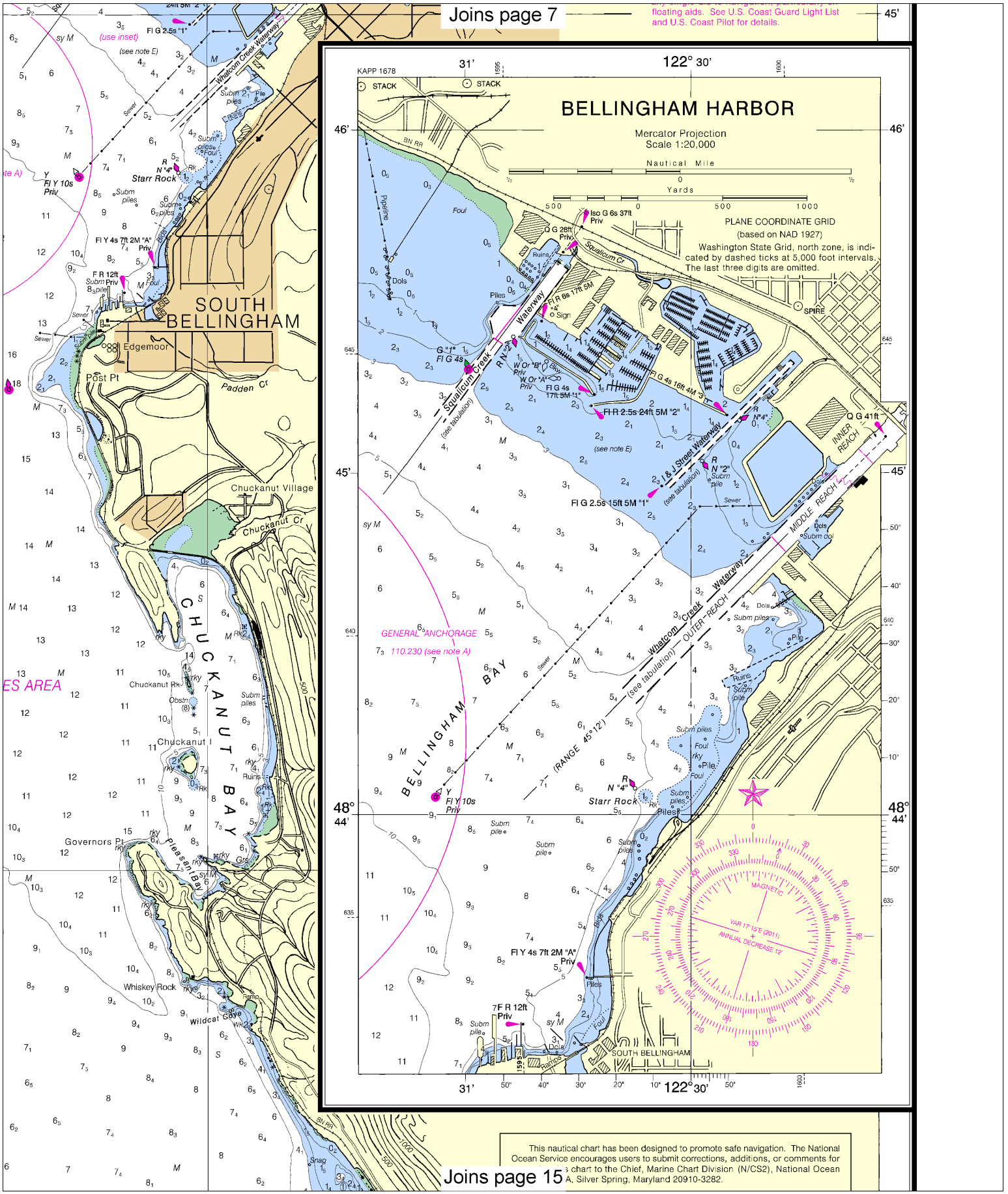
Nautical Miles

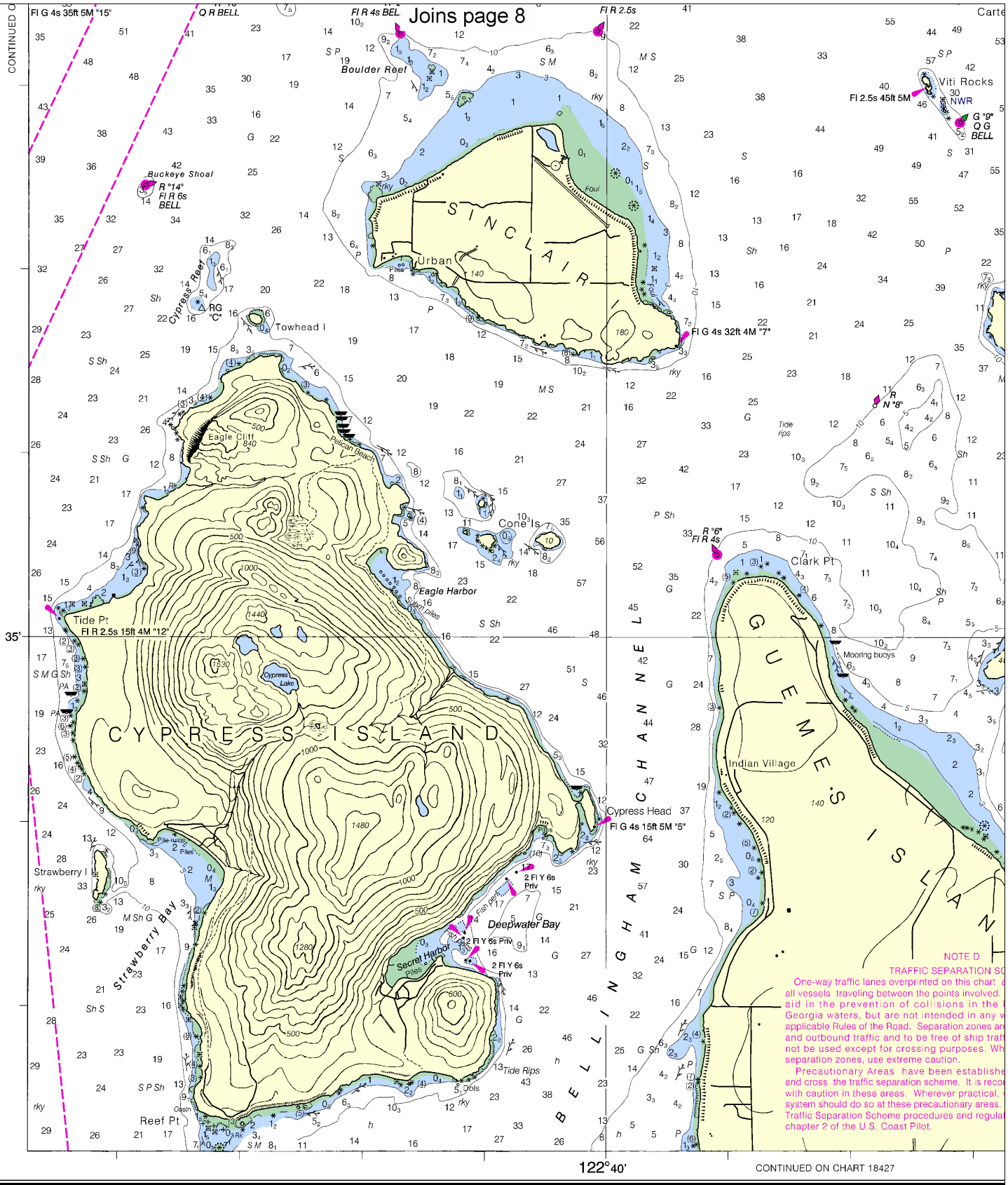
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
45'
BELLINGHAM HARBOR
Mercator Projection
Scale 1:20,000
Nautical Mile
Yards
PLANE COORDINATE GRID
(based on NAD 1927)
Washington State Grid, north zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.
KAPP 1678
STACK
SPIRE
122° 30'
31'
46'
45'
48° 44'
SOUTH BELLINGHAM
Edgemoor
Post Pt
Padden Cr
Chuckanut Village
Chuckanut Cr
CHUCKANUT BAY
Chuckanut Rk
Chuckanut I
Governors Pt
Pleasant Bay
Whiskey Rock
Wildcat Cove
Starr Rock
Squalicum Creek
Whatcom Creek Waterway
I & J Street Waterway
Whatcom Creek Waterway — OUTER REACH
MIDDLE REACH
INNER REACH
BELLINGHAM BAY
GENERAL ANCHORAGE
110.230 (see note A)
(RANGE 45°12')
Fl G 2.5s "1"
Fl Y 10s Priv
Fl Y 4s 7ft 2M "A" Priv
F R 12ft Priv
Iso G 6s 37ft Priv
Q G 28ft Priv
Fl R 6s 17ft 5M "4"
Fl G 4s
Fl G 4s 17ft 5M "1"
Fl R 2.5s 24ft 5M "2"
Fl G 4s 16ft 4M "3"
Fl G 2.5s 15ft 5M "1"
Q G 41ft
MAGNETIC
VAR 17° 15'E (2011)
ANNUAL DECREASE 12'
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.
Joins page 15



28th Ed., Feb. / 11 ■ Corrected through NM Feb. 19/11
Corrected through LNM Feb. 08/11

18424

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATI

(FATHOMS AND FEET TO 11 FATHOM

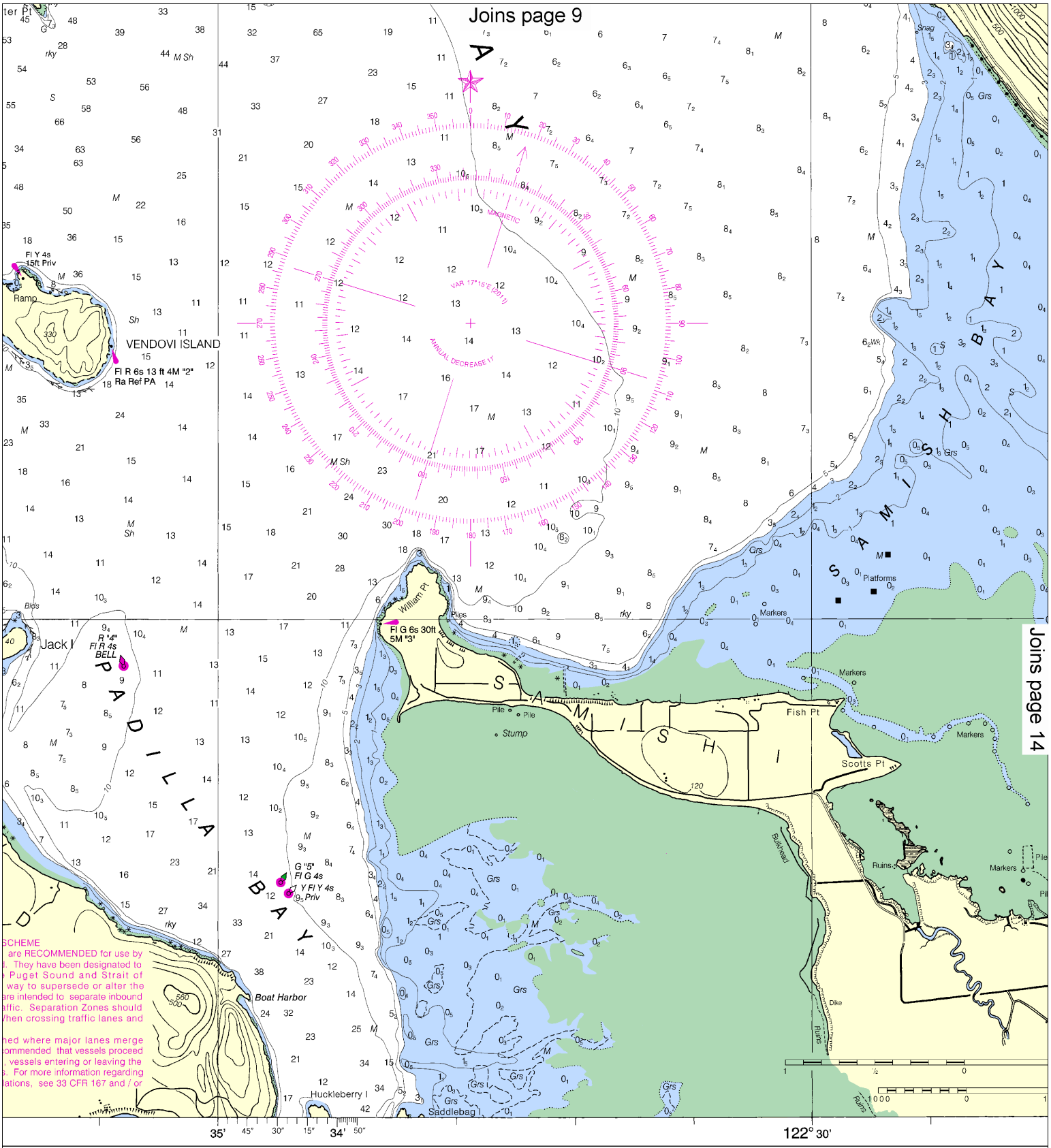
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



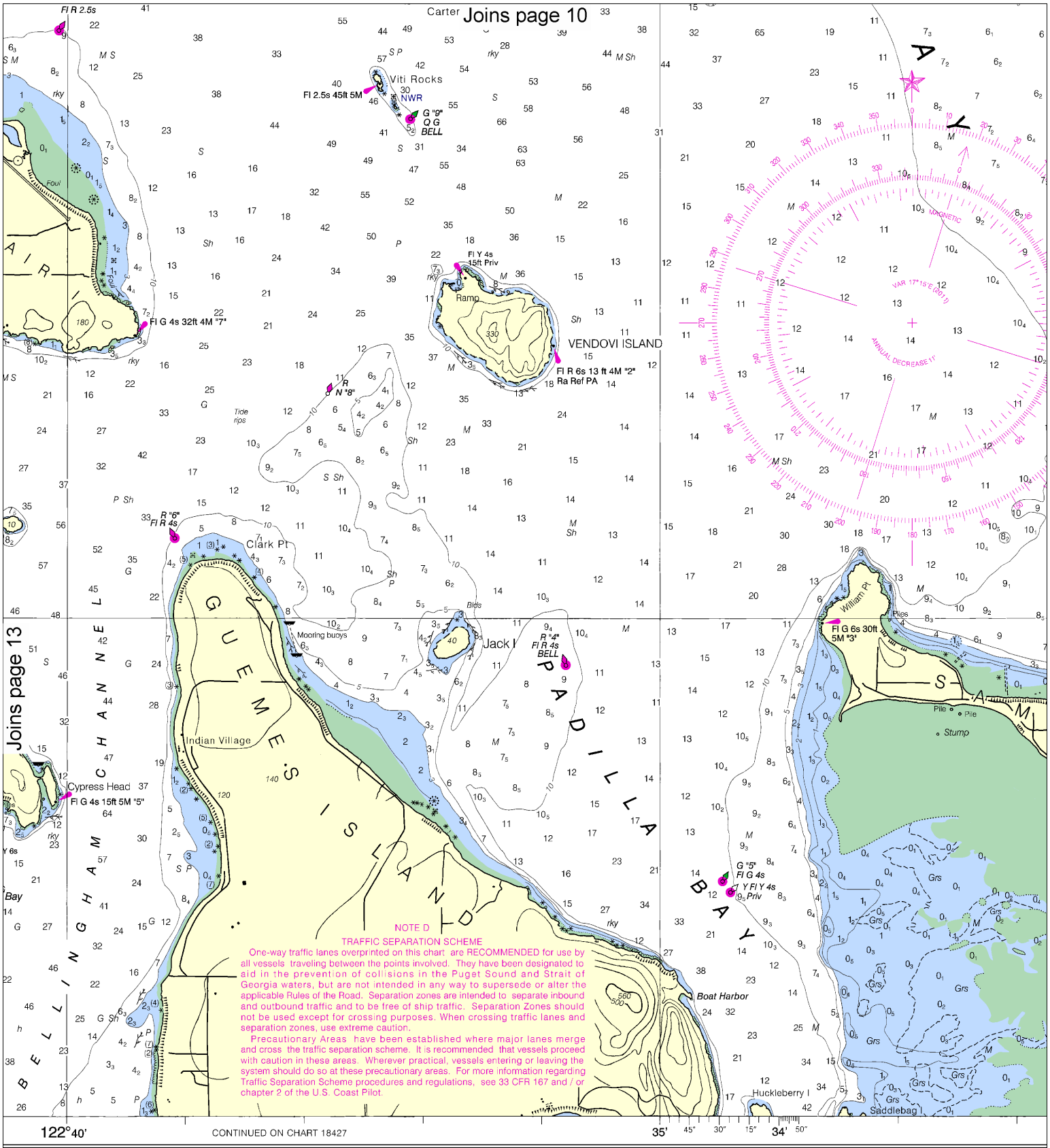
SCHEME
are RECOMMENDED for use by
. They have been designated to
Puget Sound and Strait of
way to supersede or alter the
are intended to separate inbound
affic. Separation Zones should
When crossing traffic lanes and

hed where major lanes merge
ommended that vessels proceed
vessels entering or leaving the
. For more information regarding
lations, see 33 CFR 167 and / or

THOMS
OMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



Mariners (NM) published
cy and the Local Notice to
oast Guard district to the
ates corrected from Notice to
hand corner are available at

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	
FEET	
METERS	

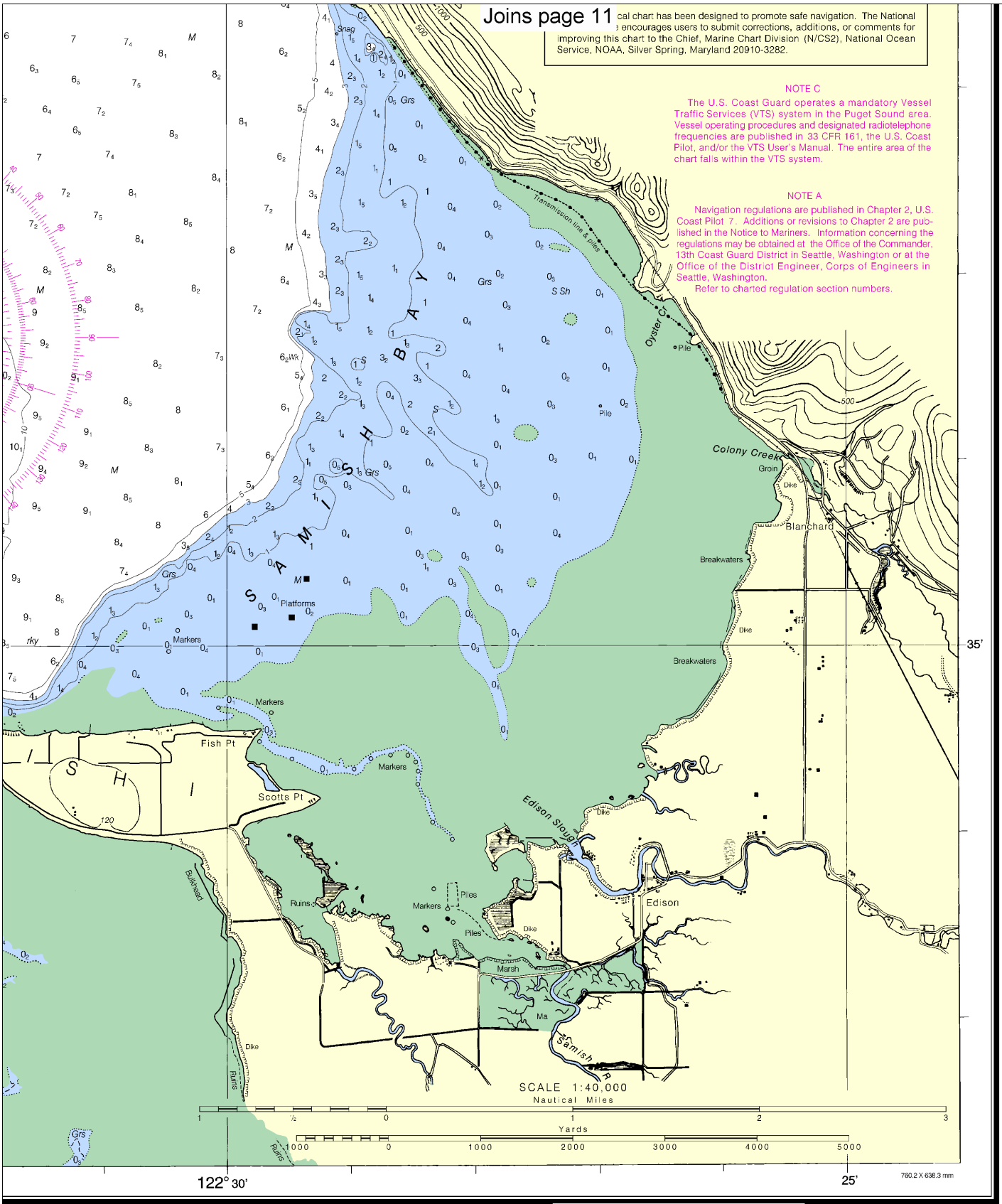
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Bellingham Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18424

ED NO 28

NSN 7642014011557 NGA REFERENCE NO. 18BHA18424

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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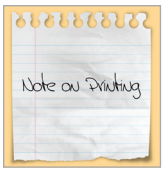

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NOAA's Office of Coast Survey The Nation's Chartmaker